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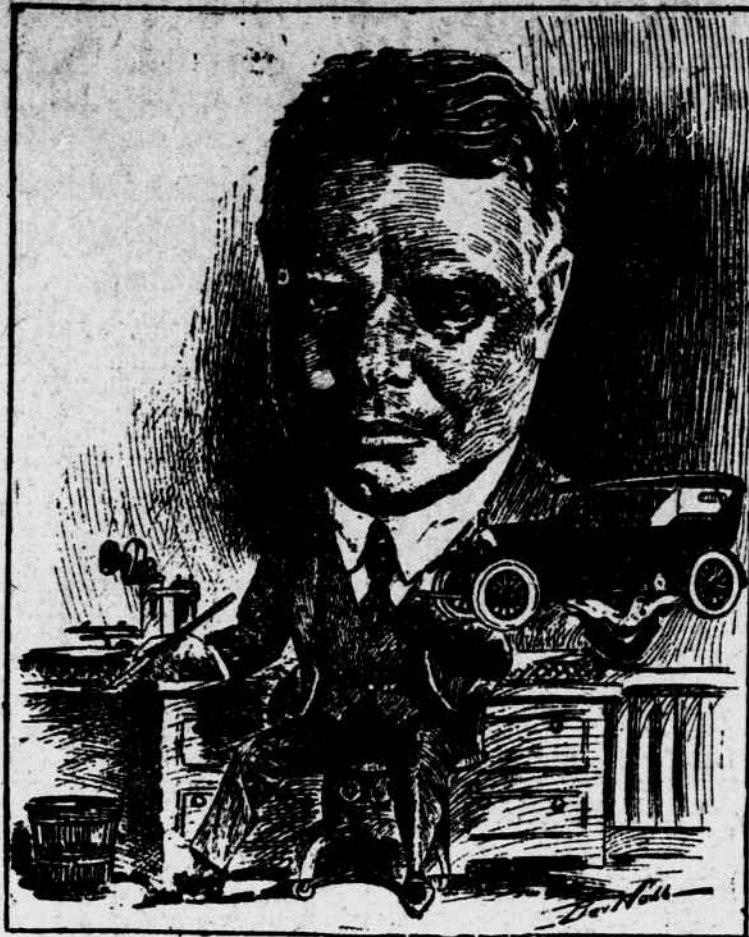
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3008 Sherman Ave. N.W.Oil City Lubricants Corp.
140 W. Mt. Royal Ave.
Phone Vernon 3822, Baltimore, Md.RURAL CHURCH PLANS
PARK FOR CITY AUTOS

The Rev. Charles F. Scofield, one of the rural clergy of the Episcopal Church in Pennsylvania, is reaching out for the Philadelphia automobilists who play truant from church on Sundays.

With the approval of the vestry and congregation of St. James' Church, Evansburg, that state, of which he is rector, Mr. Scofield has set aside parking space for upward of 200 automobiles, and has issued invitations to all automobile owners in the city churches, members of automobile clubs and the general automobilist public to come and spend all of any Sunday at St. James'.

On Sundays in July and August special open-air vesper services will be held at 7 p.m. daylight-saving time, to which Mr. Scofield invites the automobilist public. He has given assurance there will be plenty of parking space for everybody. Mr. Scofield owns an automobile. He is sympathetic toward those who, possessing a motor car, yield to the lure of the open country in the good old summer time. He is confident rural churches can help solve the problem of absenteeism from public worship in the city churches by providing attractive services in the rural churches.

CAPTAINS OF THE AUTOMOBILE INDUSTRY—No. 3



CLARENCE A. EARL.

Clarence A. Earl, president of the Earl Motors, Inc., of Jackson, Mich., was born in Ellensburg, N. J., in 1874, educated in the grammar schools, and started his business career as an office boy in New York with the American Hardware Corporation. At twenty-six he was made sales manager and later general manager and vice president; also vice president and general manager of one of the largest motorcycle concerns in the world. He acquired national prominence for his achievements as vice president of one of the largest automobile companies in America, and at the outbreak of the war, transformed the entire plant for the manufacture of gun carriages. Today Mr. Earl is one of the outstanding figures in the automobile industry.

THE OWNER-DRIVER'S COLUMN.

BY L. G. HEINZEL.

The car owner who buys shock absorbers is usually the fellow who never oils his springs. Springs must give and bend in order to do the work they are intended for. Most springs are made of six or more leaves and every time the spring bends all these leaves must slide over each other. Let these leaves get dry, or worse still, let rust spots form between them, and the sliding of the leaves over one another cannot take place. The spring cannot bend readily, the car rides roughly and the owner, instead of taking the springs apart and dousing them with grease and graphite, goes to his garage and buys a set of shock absorbers.

Shock absorbers have a place on the market of motor car accessories, but we are on the wrong track if we try to make them take the place of grease between spring leaves. In our garage experience it was always the cars with dry springs on which we were asked to put new springs. Springs break much more readily when dry than when well oiled.

It took a long time for the motoring public to learn the lesson that springs need oil as well as the engine. Five years ago only the expensive cars had their springs oiled. Today there are on the market spring covers of all sorts and for all makes of cars. What is more, they are being sold, which shows that we are waking up to the necessity of oiling the springs.

If lubri-gelers or any other spring covers are beyond your purse, don't forget that the next best thing is to jack up the body of the car, one end at a time, loosen the spring clips and take the springs apart. If necessary, wash them in kerosene, rub the rust spots with emery cloth, and finally before putting them together again, give them a good coat of soft cup grease into which a liberal helping of lake graphite has previously been mixed. You'll be surprised and delighted how easily your car will ride after this treatment.

"Running In" a New Car. In a new car all working parts are well fitted and sometimes a little tight. If made to run fast when in this condition, these parts will become warm and this causes expansion and may cause seizing. For this reason the manufacturer asks that for the first 500 miles or so the new car should not be driven over twenty miles per hour. Yet how many of us do this? Frequently we see a youngster in a new car hitting up a pace twice that recommended.

The private owner is not the only one who is to blame for this sort of ill treatment of a new car. Several times within the last few months we have seen parties of "drive-aways" of half a dozen cars each, of different makes, speeding along at a clip far too fast for the welfare of a new engine. Running a new and well fitted engine too fast liable to cause seized pistons or bearings, or is likely to cause scoring of either of these parts. New machines always run harder than they do after the first 500 miles, hence the engine must work harder to drive the mechanism when it is new. This has a tendency to cause overheating, which is not the case after a car is run in.

Keep Track of Mileage. Talking to a salesman the other day about the matter of adjustments of guaranteed tires, the salesman said: "Hardly any car owners have the faintest idea how far their tires have gone." He said further: "We generally take their word for the number of miles they think their tires have gone, because we think it pays to do so." But that is not the case with all tire firms. With the aid of a small log-book, which can readily be kept in the pocket of the car door, it is possible to get a great many facts and figures which it is impossible to get any other way. With too many of us the matter of changing a tire consists of a routine of dirty work which we like to have done with as quickly as possible. We throw the tools back in the box and try to forget about the incident. Why not stop a few minutes longer, take out the log-book, in which there is a page set aside for each tire, look at the tire's number, find that tire's page in the book and make the necessary entry? Enter the reading of the speedometer and the job is done. A few years of this kind of book-keeping and one can decide for oneself such questions as: What make of tires give best satisfaction? Are cords worth the difference in

price or not? And, above all, one can tell at a moment's notice just how many miles each tire has made. Then the question of adjustments, in case a defective tire blows out, is not a matter of guesswork, but there it is in black and white.

This practice increases the interest in motoring, makes the owner more satisfied with a car's performance and makes the speedometer a worthwhile instrument.

SAVE \$14,000 PER YEAR.

The officials of the Union Transportation Company of New Jersey estimate that they will save nearly \$14,000 annually through the substitution of motor rail car equipment for a steam locomotive and railroad cars.

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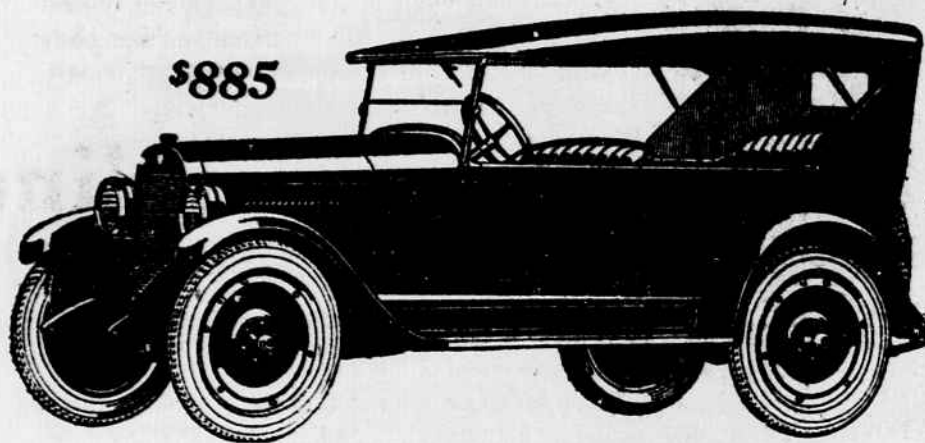
Since one-third of Iowa's highway fatalities occurred last year at railroad crossings, the Iowa state highway commissioner has designated 416 grade crossings for improvement. Two hundred and ten of the danger spots have already been reconstructed. In thirty-five instances overpasses or underpasses have been built.

Test the
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of its design and construction. Then ride
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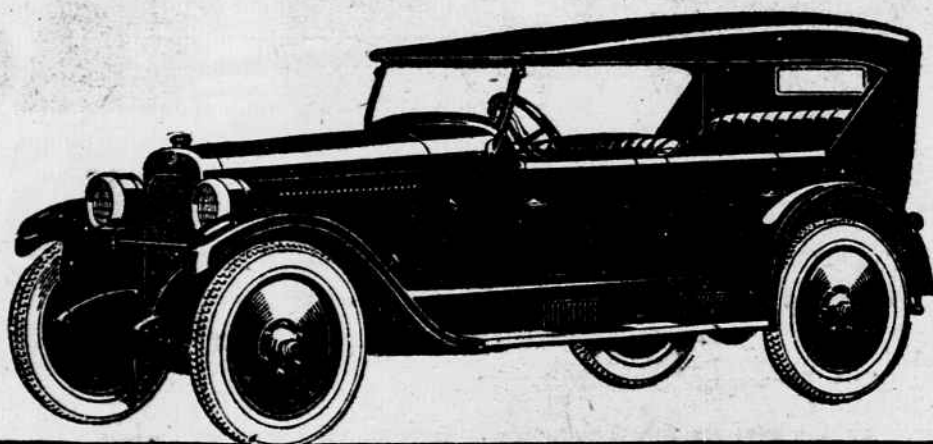
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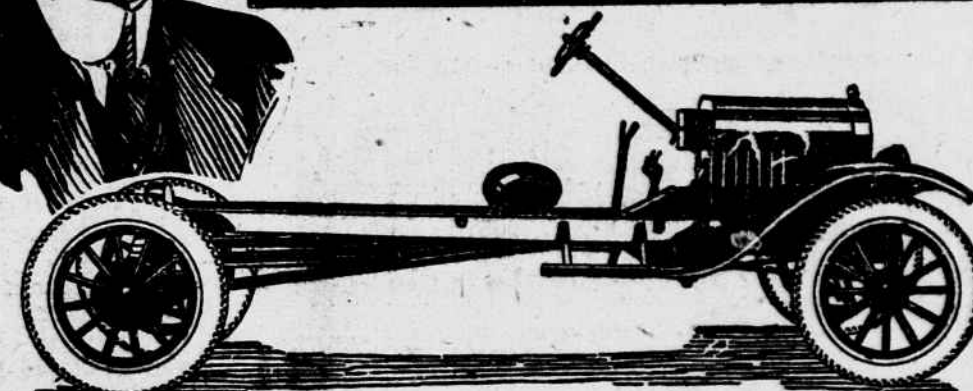
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